

CLASSIFICATION **S-E-C-R-E-T**
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 CENTRAL INTELLIGENCE AGENCY

REPORT

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1. Since about January 1955, the MiG-15s and U-MiG-15s previously stationed at Erfurt-Bindersleben airfield have been exchanged for "Model 6" MiG-125X1 type aircraft. This type aircraft is a normal fighter with an increased radius of action. ¹ The aircraft was fitted with a model RD-45 F engine with a single-stage radial-flow compressor and a single-stage turbine with 9 combustion chambers. The engine was about 3 meters long and 1.25 meters in diameter. It had a static thrust of 3,150 kg, while that of the older version was about 2,650 kg. ² Kerosene was used as aviation fuel. The main fuel tank had a capacity of 1,750 liters, and the two auxiliary fuel tanks under the wings had a capacity of 400 liters each. The auxiliary tanks could be dropped. The aircraft had a maximum speed of 1,160 km/h, an operational ceiling of 15,500 meters and a rate of climb of 53 meters/second. ³ Its penetration depth with the auxiliary fuel tanks allegedly amounted to 850 km. ⁴ The aircraft was allegedly fitted with 1 x 37-mm gun and 2 x 23-mm guns. A total of 140 rounds for each gun allegedly is loaded. The aircraft had no radar equipment devices for bombs or rockets. ⁵ It was equipped with an ejector seat, split flaps on the fuselage, landing flaps, pressure ventilation, air conditioning, and a de-icer system.

2. Four different versions of MiG-15s aircraft have been used in the Eastern Bloc countries:

All-weather fighter with a radome located above the air inlet and probably two-man crew.

Fighter used as ground attack aircraft with racks for 500 kg of fragmentation bombs and 6 rockets.

Two other versions, mainly used in Czechoslovakia. They were recognized by an oval air intake aperture. The jet engines were probably fitted with after-burners.

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1. Comment. The following MiG-15 versions have previously been confirmed:
- The MiG-15 Mark I with a model RD-45 F engine and a thrust of 2,250 kg
 - The MiG-15 BIS with a model VK-1 engine and a thrust of 2,700 kg
 - The U-MiG-15

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The differences recently observed on MiG-15 air-intake indicate that there are possibly 6 different models of MiG-15 in existence, on Jueterbog aircraft.

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2. Comment. The model RD-45 F engine has a thrust of 2,250 kg. Unconfirmed information has been received on a more powerful version of the "Nene" engine with a thrust of about 3,100 kg. It is assumed also that an axial-flow turbine (Mikulin?) with a thrust of about 3,100 kg is fitted in the MiG-17.

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3. Comment. An increase in the capacity of the main fuel tank from 1,410 to 1,750 liters would probably necessitate changes in the fuselage; i. e. it must be made slightly longer or thicker. Increasing the capacity of the auxiliary fuel tank from 350 to 400 liters appears possible. An engine having a thrust of 3,100 kg would probably not have a maximum level speed of more than 1,100 km/h. If this limit should be exceeded, the aerodynamical qualities must also be improved. The reported data on the operational ceiling and rate of climb are believed to be correct.

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4. Comment. A penetration depth of 50 kg could scarcely be attained even with favorable conditions (economical cruising, high-altitude flight) and the increased safety factors which would also be involved.

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5. Comment. The reported large quantity of ammunition, particularly for the 37-mm gun, cannot be fitted in the aircraft. It is probable that the aircraft has suspension devices for bombs or auxiliary fuel tanks.

6. Comment. No confirmatory statements have been received on the reported models of the MiG-15.

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